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PHOTOGRAPHIC INTERPRETATION REPORT

PROBABLE MISSILE FACILITIES AT CHINESE AIRFIELDS

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NOVEMBER 1967
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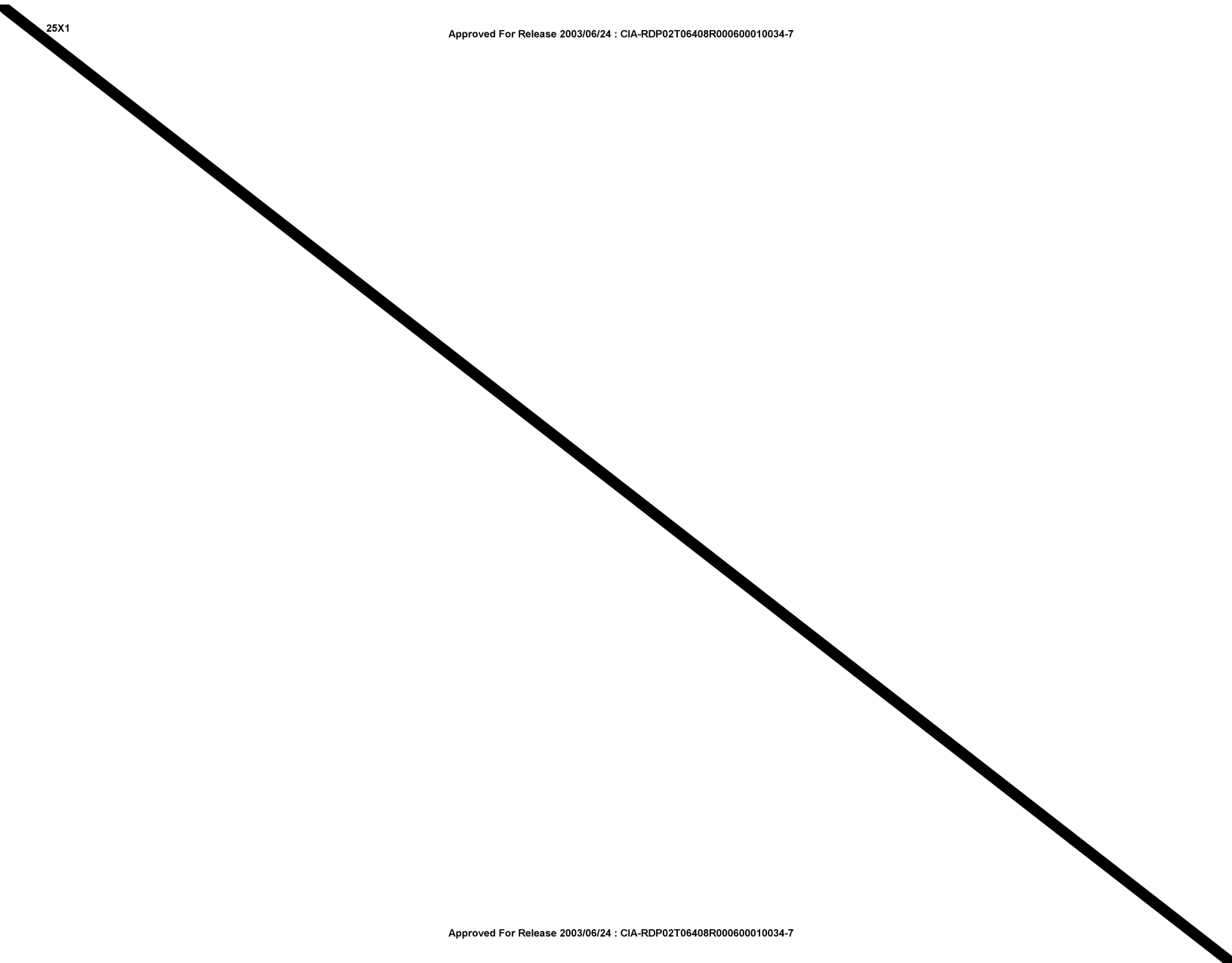

PHOTOGRAPHIC INTERPRETATION REPORT

PROBABLE MISSILE FACILITIES AT CHINESE AIRFIELDS

NOVEMBER 1967

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

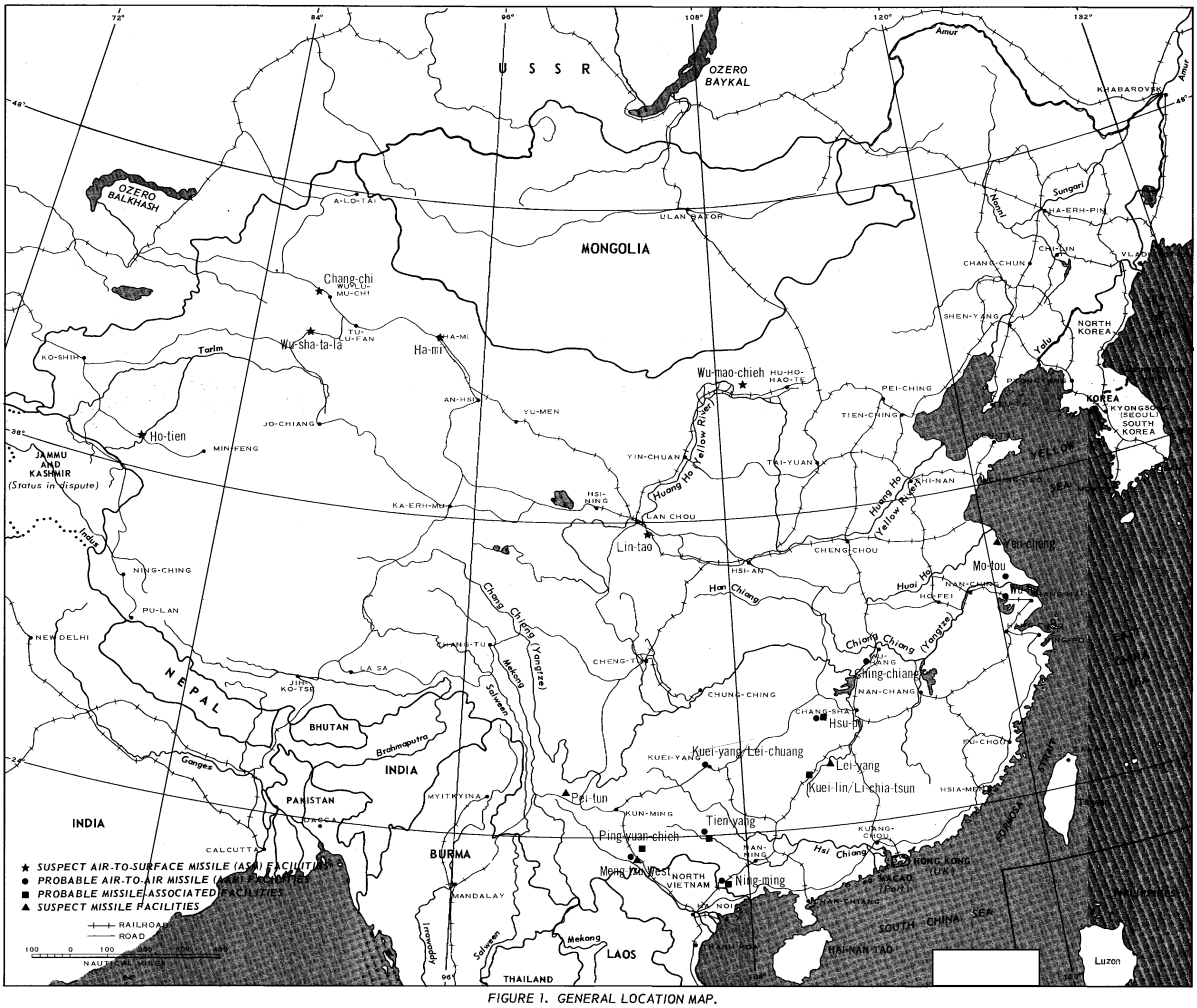

FIGURE 1. GENERAL LOCATION MAP.

INTRODUCTION

Four installation patterns have been observed at various Chinese Communist airfields. Most of the airfields are comparatively new. One pattern is found only at airfields along the northern and western borders. The other three patterns are found mainly in the southern portion of the country. However, a few are on the east coast (Figure 1).

The first pattern identified was the probable air-to-air missile (AAM) facility observed at Wu-hu Airfield. Although the facility contains revetted buildings similar to regular ammunition storage facilities, the location of the facility is not typical of revetted ammunition storage facilities found at Chinese airfields. Ammunition storage facilities are normally isolated some distance from the airfield while the probable AAM facility is located immediately off the parallel taxiway. This location is similar to that of the AAM facilities observed at USSR airfields. Another variant from the normal ammunition storage facility is the presence of a building with a drive-through capability. The location of the facility, the presence of a building with a drive-through capability, and its construction timing, coinciding with the arrival of Fishbed at the airfield, lead to its identification.

The location of the probable AAM facilities at the other airfields does not correspond to that at Wu-hu Airfield. The AAM facilities are not adjacent to the taxiway but are located off an aircraft dispersal area. Each facility has at least one building with a drive-through capability and associated buildings, all of which correspond closely in size to buildings found in the Soviet AAM facilities and in a section of the Shuang-cheng-tzu air-to-surface missile (ASM) facility.

The airfields at which these facilities are observed are located in the southern and eastern portions of the country, a logical location for AAM-equipped interceptors. According to the DIA Sino-Soviet Bloc Aircraft Technical Characteristics And Performance Handbook, the Fresco, Farmer, and Fishbed all have a missile armament capability.

The second pattern to be identified is tentatively categorized as a suspect air-to-surface missile (ASM) facility. It was first observed at Ha-mi Airfield. For some time, this installation was not identified. A DIA cable (Cite DIAAP-4B1 953/66) identifies two of the buildings, the T-shaped drive-through building and its small associated building, as a possible AAM facility. A similar pattern was later observed at other airfields along the northern and western borders of China. Its signature consists of five buildings usually situated near a hangar area. The timing of construction was compared with that of the probable AAM facilities located in the south and east regions of China and found to be approximately the same. This fact, plus the differences in signatures of the two facilities and their location at the airfield and within the country, indicate that they serve a different function. POL storage was considered since some Chinese Communist POL facilities have a building with a drive-through capability. However, this was eliminated since no storage facilities or pipelines could be identified. Electronics facilities were also discarded since no antennas were observed. A comparison was made with facilities at Shuang-cheng-tzu (SCT). The highbay portion of the T-shaped, drive-through building was found to be almost identical in size to the drive-through checkout building at Launch Complex C. Also within the SCT ASM area is a step-down building, which, although larger, is similar to one of the five buildings forming the signature discussed above, leading to the tentative title of suspect ASM facility.

The ASM is usually associated with the Kennel, Kipper, Kangaroo, or Kitchen, which are carried by the Badger, Bear, and Blinder. While China has only two Badger and a few Bull which could be utilized to carry this type of ASM, they do have Beagle, Bat, and fighter aircraft which could be utilized to carry an ASM of the size and weight

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NPIC is not aware of whether or not the Chinese Communists have the capability of producing such an ASM.

The third pattern is titled "probable missile-associated facility." It was first observed adjacent to several, but not all, of the probable AAM facilities. It was later observed at other airfields where no AAM facility has as yet been observed. The location of the facility adjacent to the probable AAM facility and its similarity to a section of the Akhtubinsk/Vladimirovka Airfield Missile Fabrication Complex and buildings in the suspect ASM facilities lead to this identification.

The fourth pattern is more vague, and there is no definite signature. The location of each facility and similarities to the first three patterns lead to a tentative identification as a suspect missile facility.

SUSPECT AIR-TO-SURFACE MISSILE FACILITIES

An installation pattern that has tentatively been identified as a suspect-air-to-surface missile (ASM) facility has been observed at Wu-sha-ta-la (Figure 2), Chang-chi (Figure 3), Ha-mi (Figure 4), Ho-tien (Figure 5), Wu-mao-chieh (Figure 6), and Lin-tao (Figure 7) Airfields.

Each facility includes five buildings as its signature: A T-shaped, high bay, drive-through building with a small building in the immediate vicinity, a second T-shaped building, a long building with either a monitor roof or a long row of vents, and a stepdown building similar, although smaller, to the step-down building in the Shuang-cheng-tzu Airfield ASM area (Figure 8).

The buildings are usually situated near a hangar area, approximately one nautical mile (nm) from a runway. The high bay section of the T-shaped, drive-through building is approximately the size of the 60-by-30 foot drive-through checkout building in the checkout area of Launch Complex C, identified as a cruise-missile facility, at Shuang-cheng-tzu Missile Test Center. The drive-through building in the checkout area is a duplicate of the one in a checkout area off the road to the launch sites at the Lien-shan Cruise Missile Complex.

PROBABLE AIR-TO-AIR MISSILE FACILITIES

A second installation pattern is identified as a probable air-to-air missile (AAM) facility. It is observed at Wu-hu 1/, Tien-yang (Figure 9), Ning-ming (Figure 10), Kuei-yang/Lei-chuang (Figure 11), Mo-tou (Figure 12), and Meng-tzu West (Figure 13) Airfields.

Each facility contains one or two drive-through buildings and associated storage buildings. The sizes of the buildings correspond closely to the buildings in the USSR AAM facilities and at the Shuang-cheng-tzu ASM facility. This installation pattern, with the exception of Wu-hu, is always situated off an aircraft dispersal area at the end of the airfield. They are also similar to the probable AAM [redacted]

A possible AAM facility is identified at Ching-chiang Airfield (Figure 14). This installation was previously identified as an ammunition storage area. However, two of the buildings present in [redacted] now have a drive-through capability. Also, an additional aircraft dispersal area has been constructed at the same end of the airfield. In addition to the two drive-through buildings, the facility contains 15 associated buildings.

A second possible AAM facility is located at Hsu-pu Airfield (Figure 15). Although no drive-through building has been identified, the number and sizes of the buildings correspond to those at the Ning-ming probable AAM facility. This is the first possible AAM facility not associated with an aircraft dispersal area.

PROBABLE MISSILE-ASSOCIATED FACILITIES

A probable missile-associated facility is observed near the probable AAM facility at Tien-yang (Figure 9) and Ning-ming (Figure 10) Airfields and at Kuei-lin/Li-chia-tsun Airfield (Figure 16). A possible missile-associated facility is observed at Hsu-pu (Figure 15) and Ping-yuan-chieh (Figure 17) Airfields. 25X1

Each facility contains five buildings: A long building with a monitor roof, an L-shaped building, and three associated buildings. These buildings are similar to those associated with the T-shaped, drive-through building in the suspect ASM facilities and to buildings in a section of the Akhtubinsk/Vladimirovka Airfield Missile Fabrication Complex (Figure 18) where an ASM has been observed. However, the buildings in the USSR are approximately twice the size of those in China.

SUSPECT MISSILE FACILITIES 25X1

A fourth pattern, although vague, has been identified as a suspect missile facility. It is observed at Meng-tzu West Airfield (Figure 13), in addition to the probable AAM facility at this site, and at Yen-cheng (Figure 19), Lei-yang (Figure 20), and Pei-tun (Figure 21) Airfields.

Each facility contains at least four buildings with some similarities to the above facilities. At two airfields, these facilities are located off the parallel taxiway similar to the Wu-hu probable AAM facility. At the third airfield, it is located off an aircraft dispersal area, and at the fourth it is isolated from the field.

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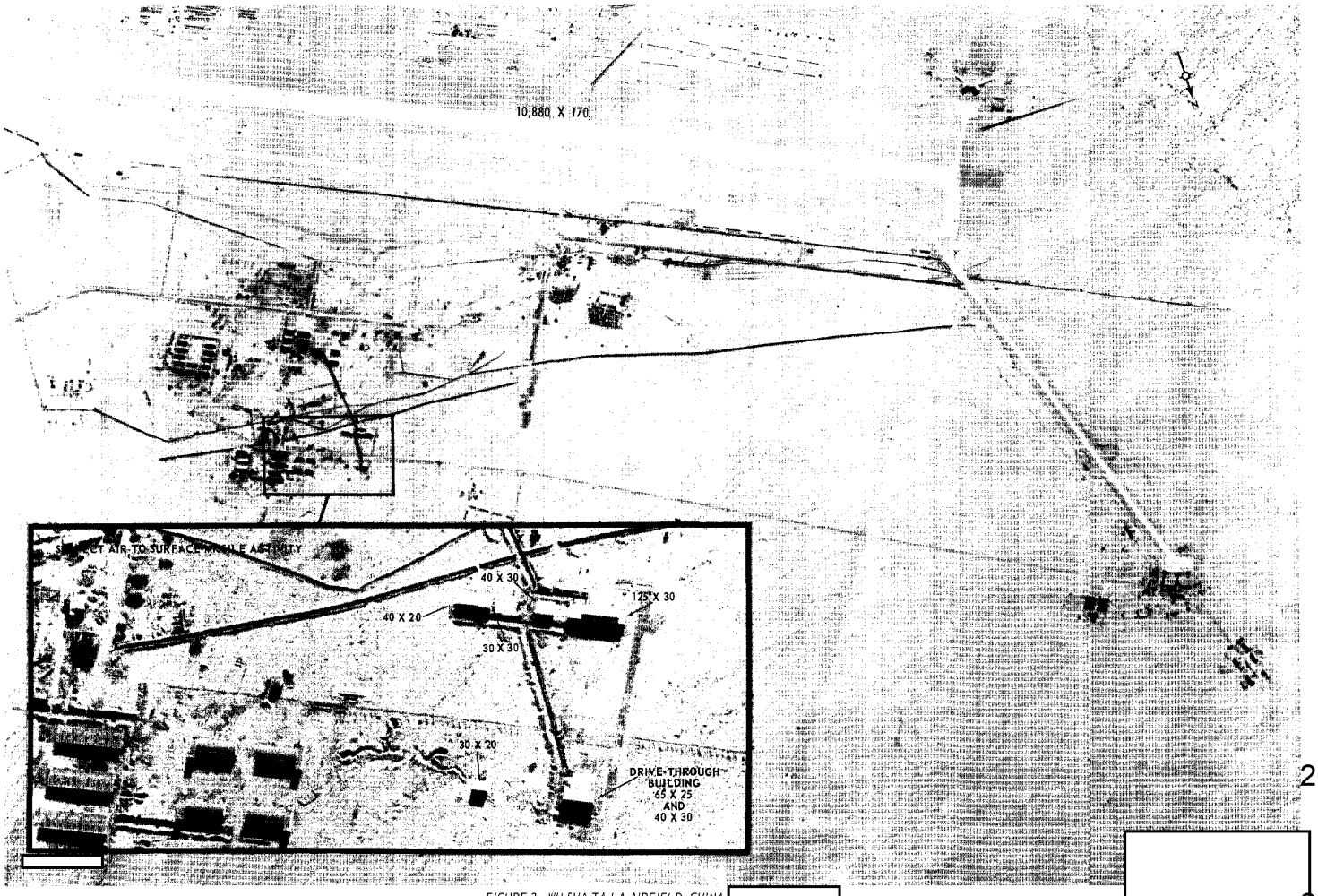

FIGURE 2. WU-SHA-TA-LA AIRFIELD, CHINA

FIGURE 3. CHANG-CHI AIRFIELD, CHINA

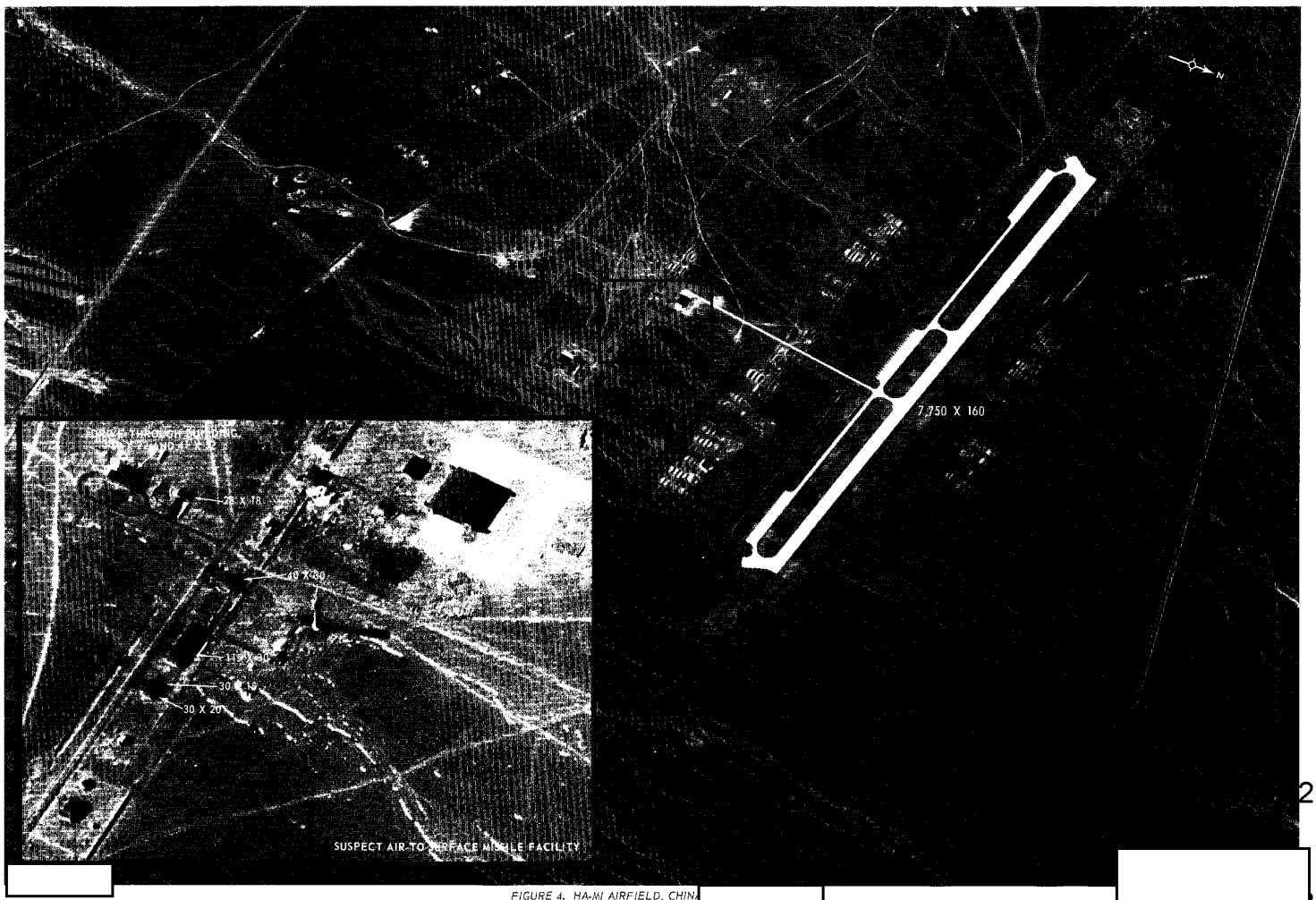

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FIGURE 4. HA-MI AIRFIELD, CHINA

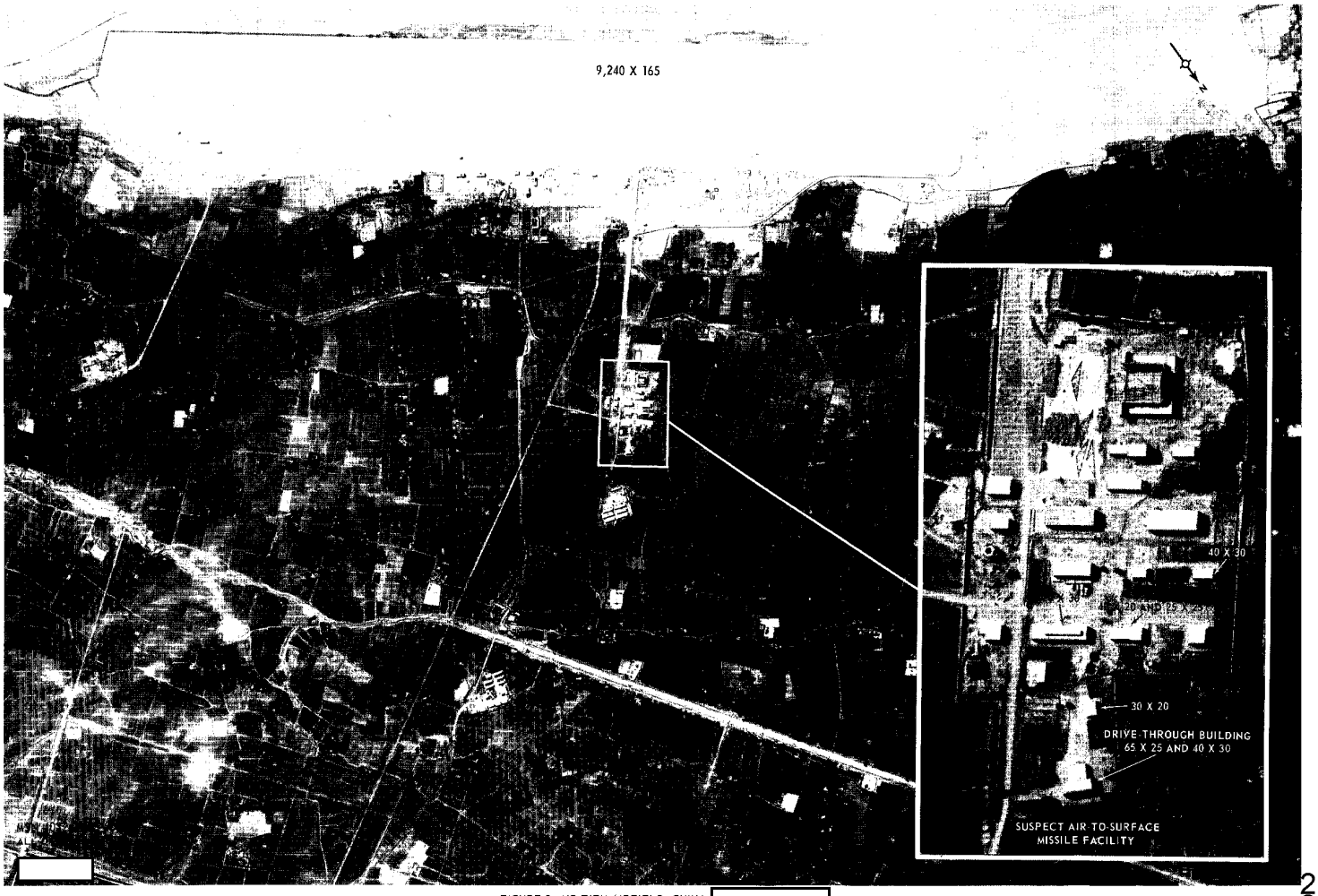

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FIGURE 5. HO-TIEN AIRFIELD, CHINA, [redacted] 25X1

FIGURE 6. WU-MAO-CHIEH AIRFIELD, CHINA,

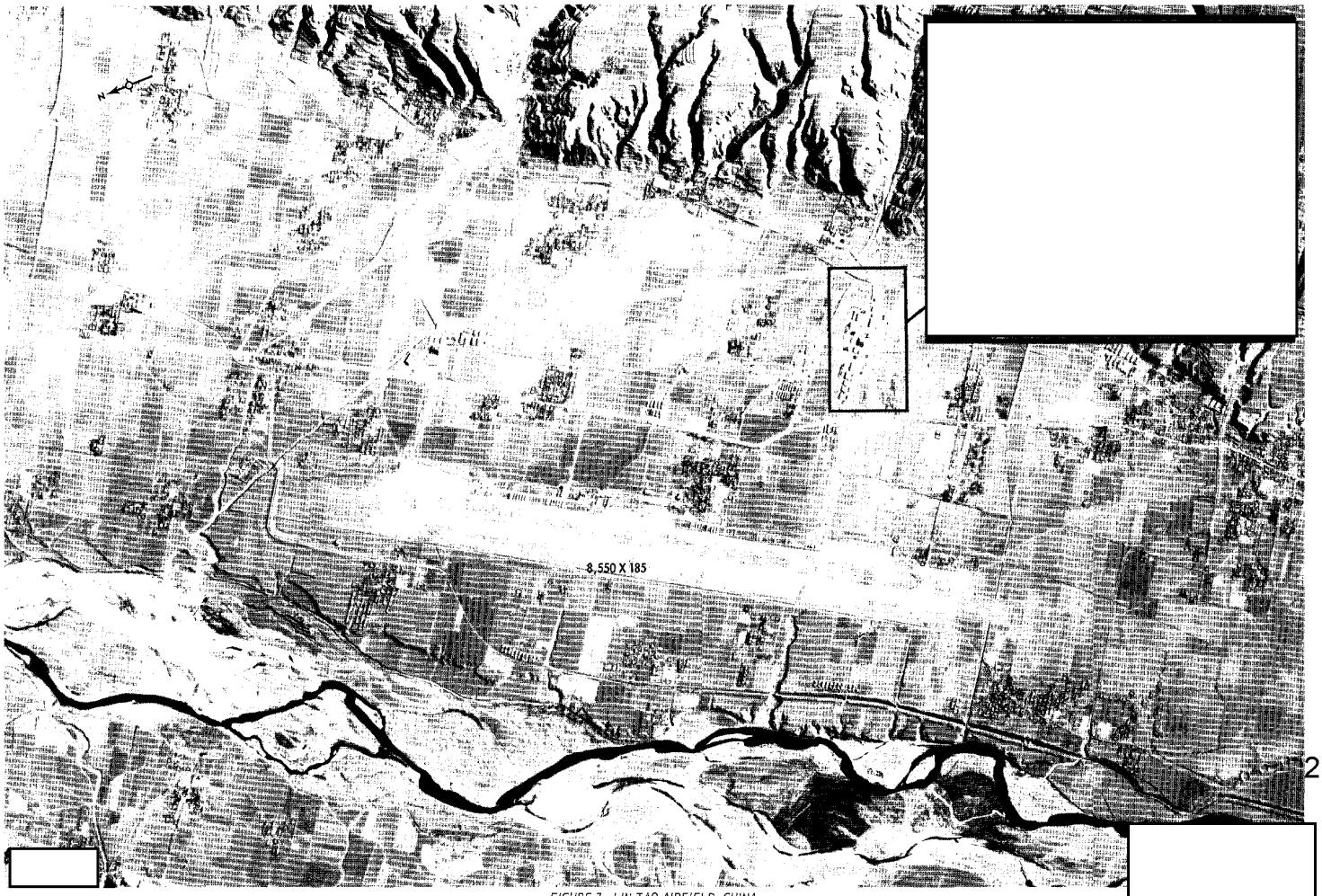

FIGURE 7. LIN-TAO AIRFIELD, CHINA.

FIGURE 8. SHUANG-CHENG-TZU AIRFIELD ASM FACILITY, CHINA,

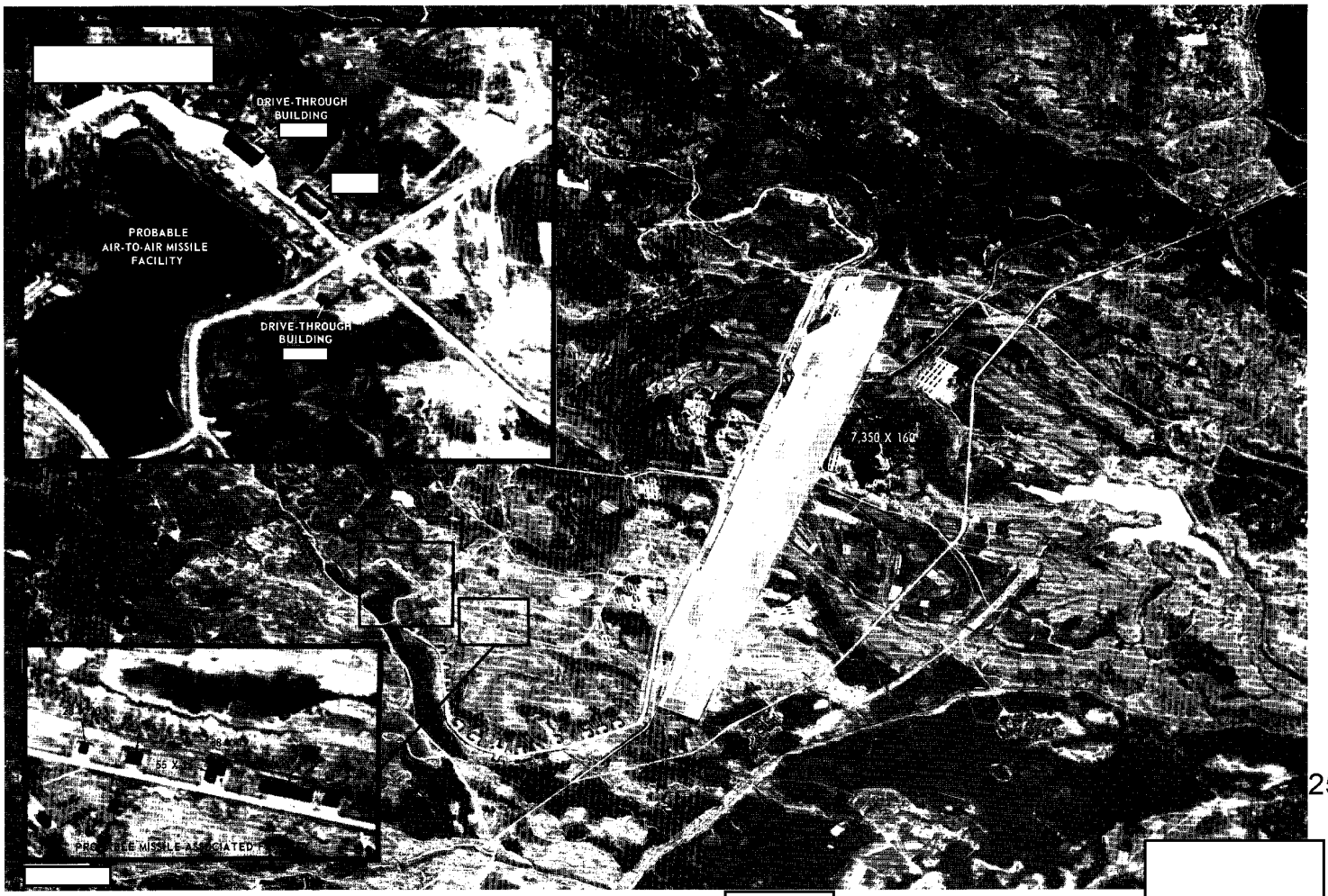

FIGURE 9. TIEN-YANG AIRFIELD, CHINA,

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FIGURE 10. NING-MING AIRFIELD, CHINA, [redacted]

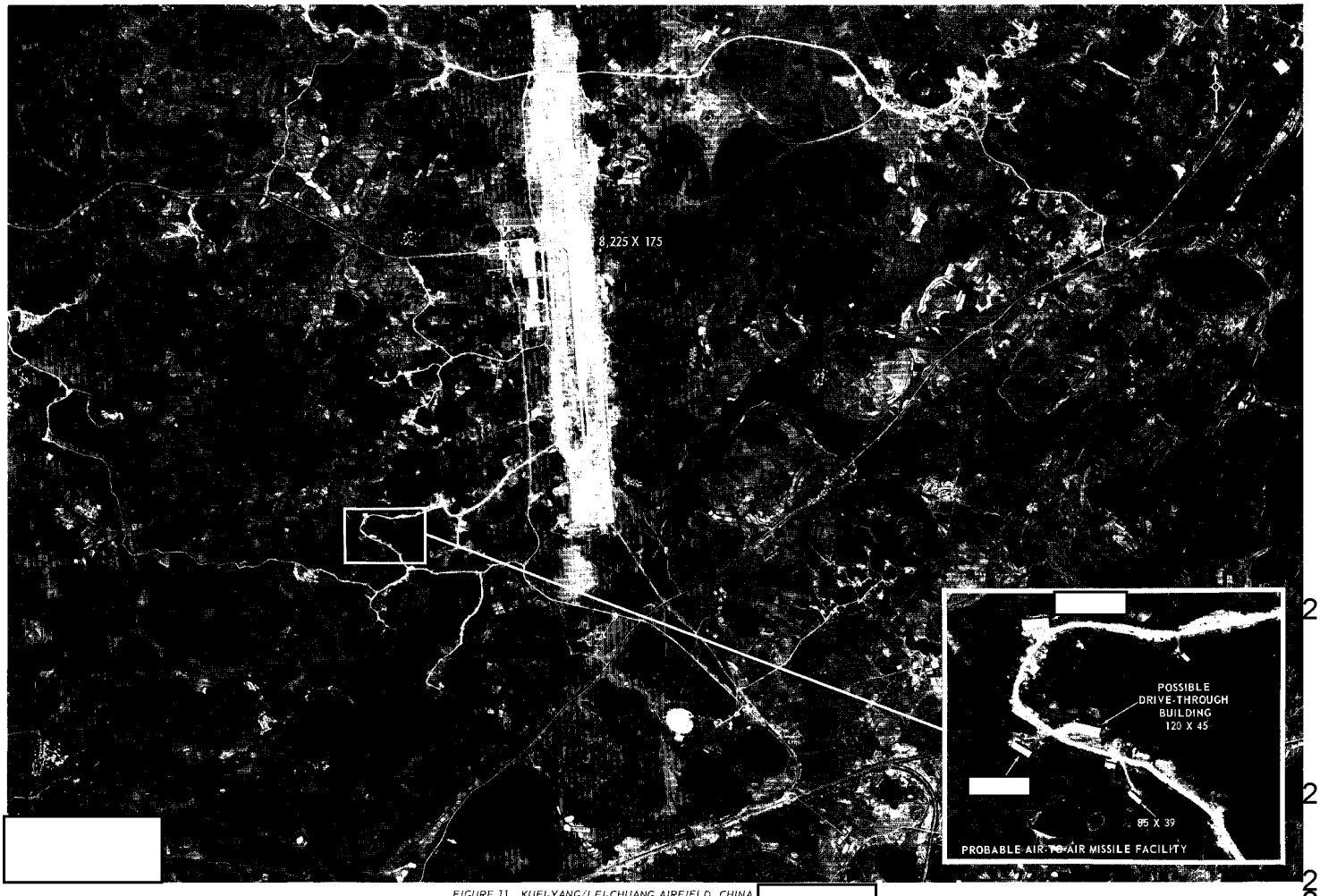

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FIGURE 11. KUEI-YANG/LEI-CHUANG AIRFIELD, CHINA, [redacted]

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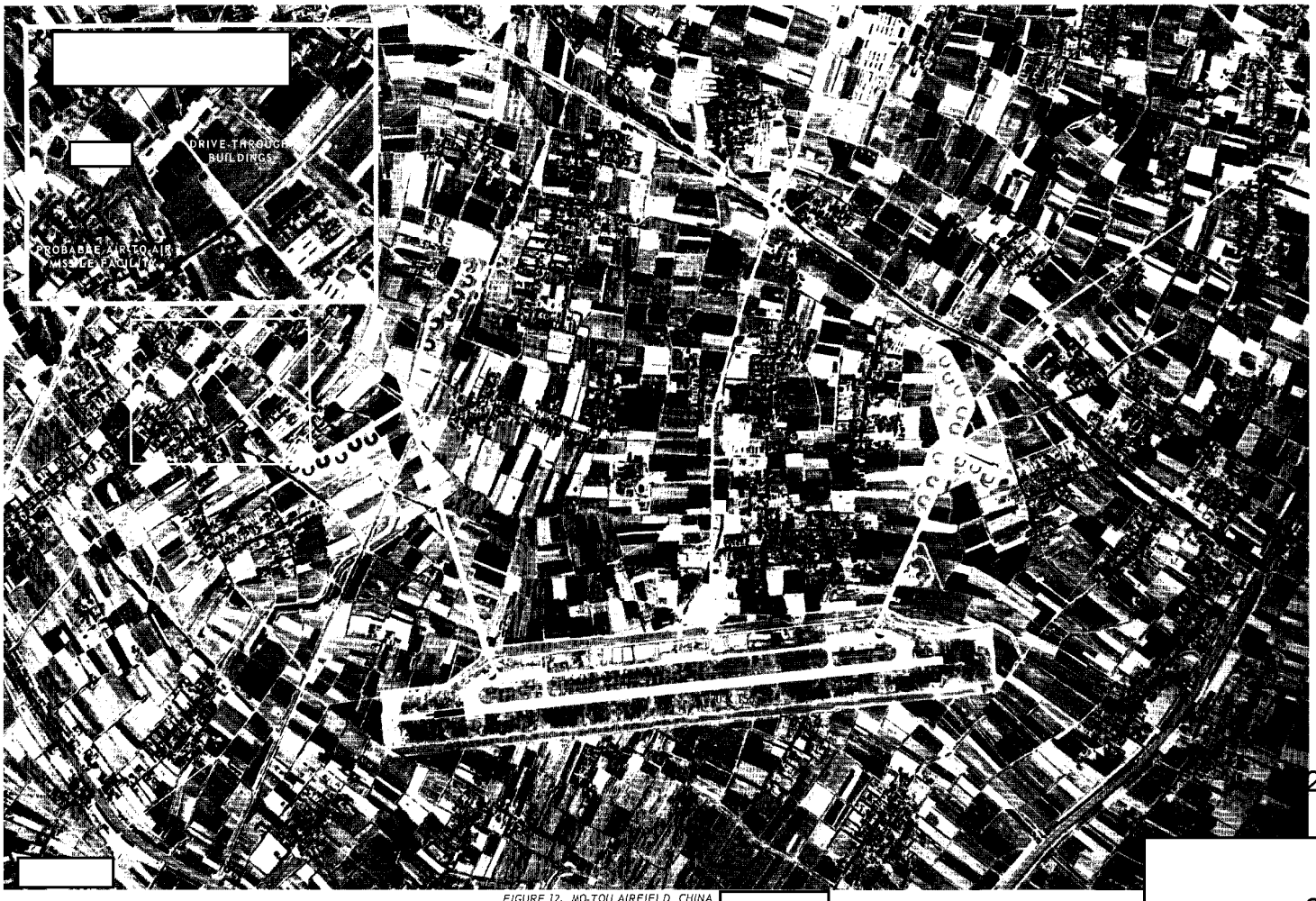

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FIGURE 12. MO-TOU AIRFIELD, CHINA, [redacted]

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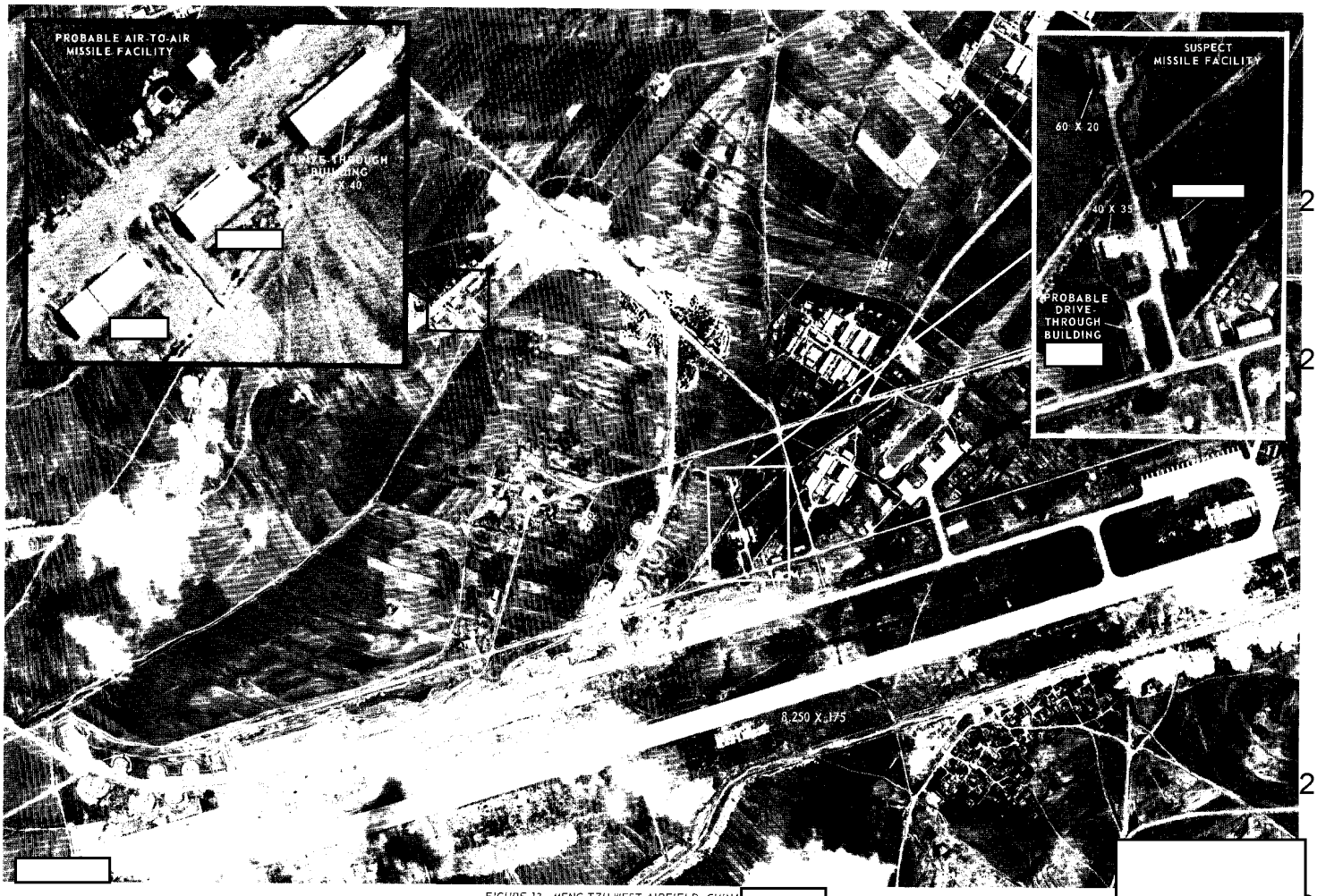

FIGURE 13. MENG-TZU WEST AIRFIELD, CHINA [redacted]

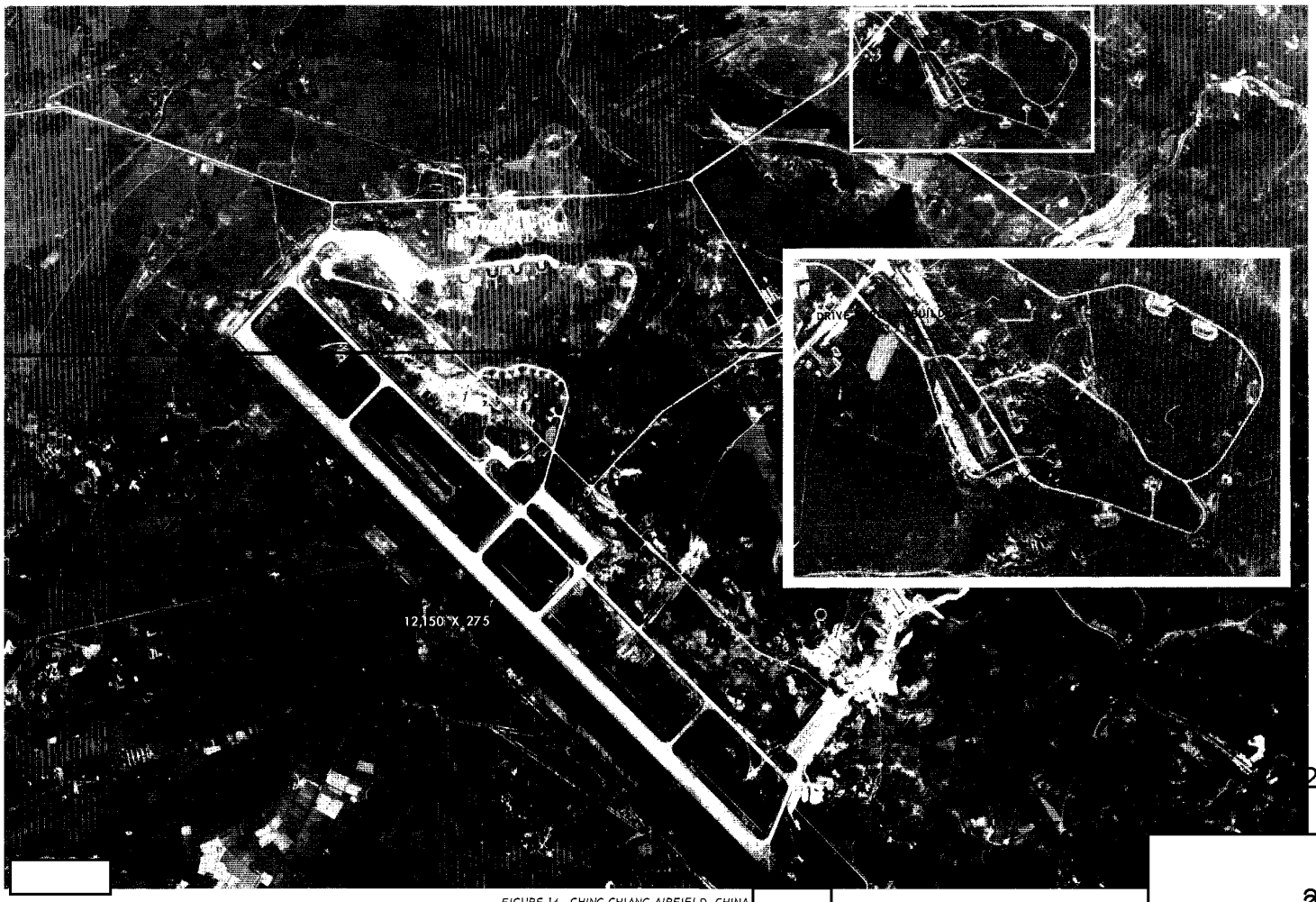

FIGURE 14. CHING-CHIANG AIRFIELD, CHINA.

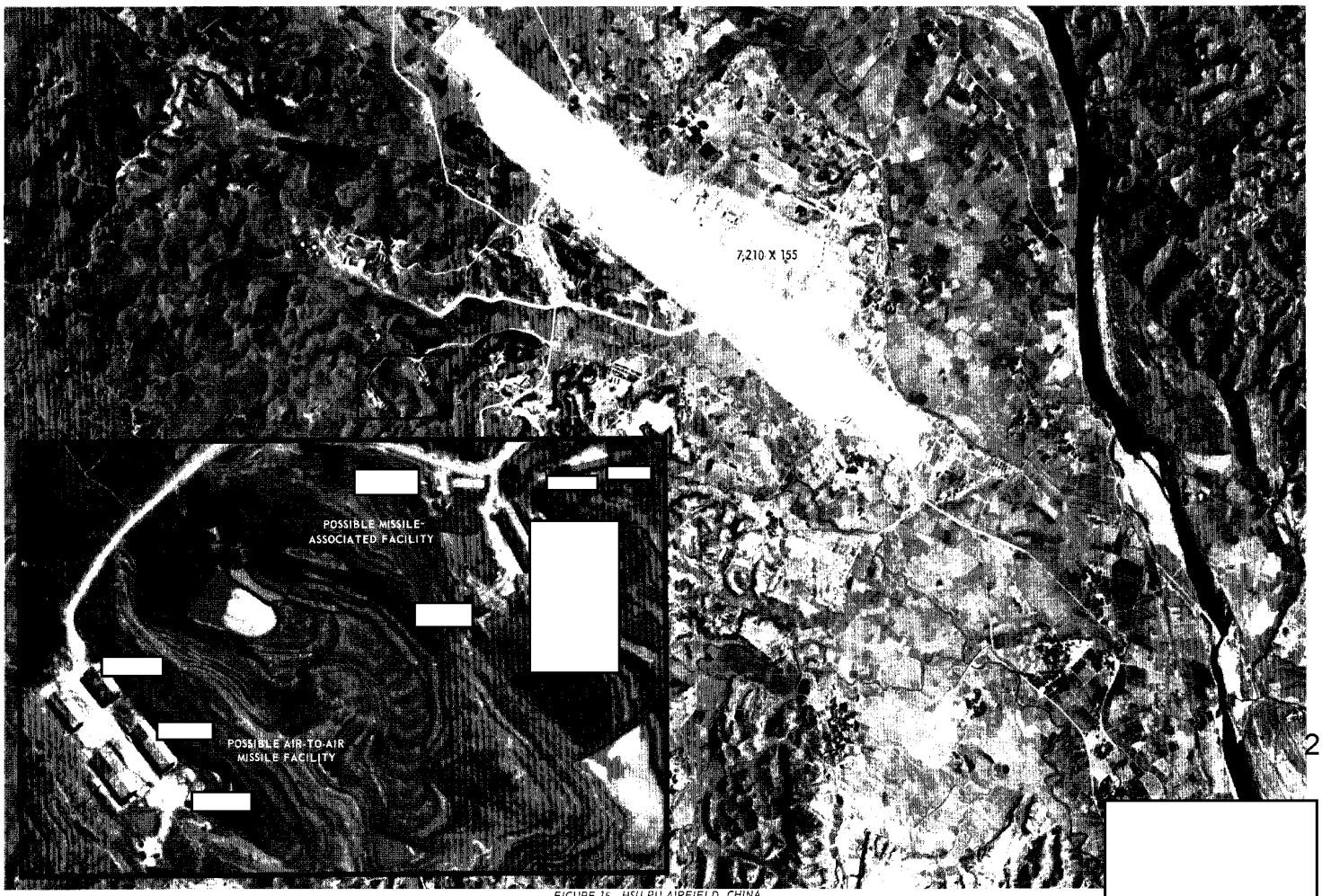

FIGURE 15. HSU-PU AIRFIELD, CHINA.

FIGURE 16. KUEI-LIN LI-CHIA-TSUN AIRFIELD, CHINA, [redacted]

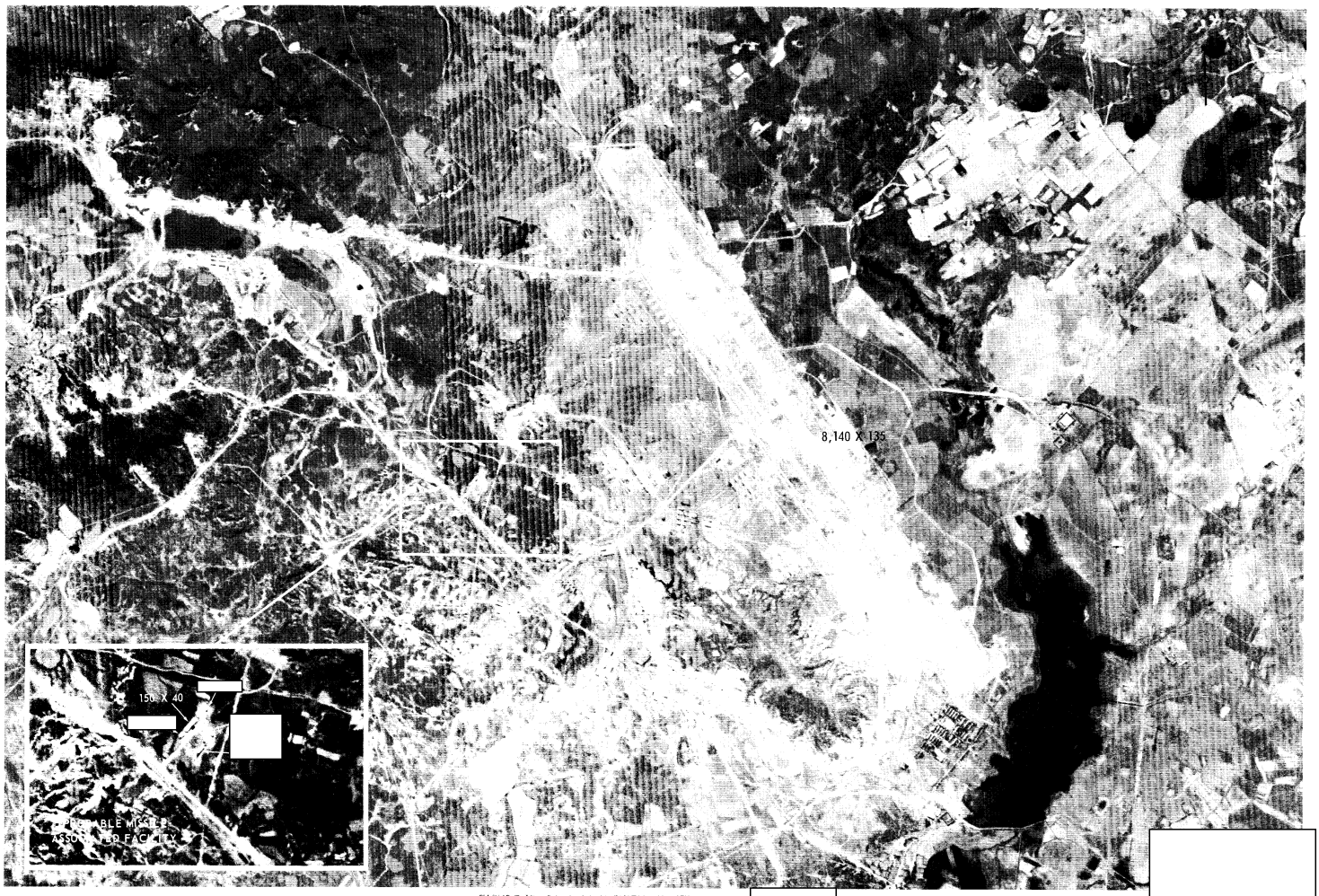

FIGURE 17. PING-YUAN-CHIEH AIRFIELD, CHINA,

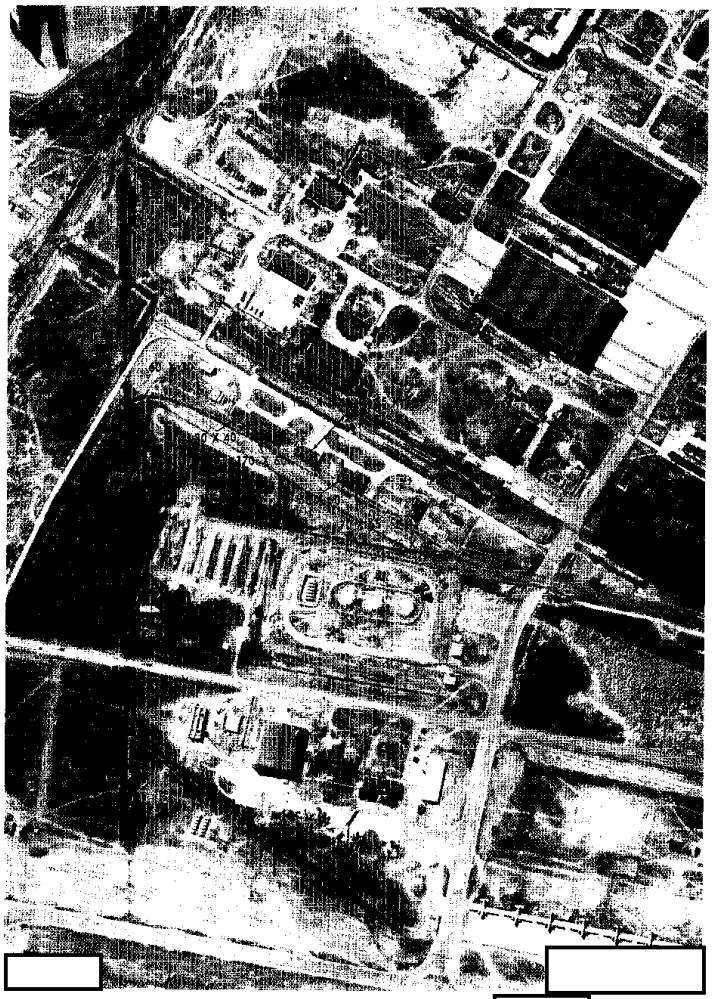

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FIGURE 18. AKHTUBINSK/VLADIMIROVKA AIRFIELD, USSR,

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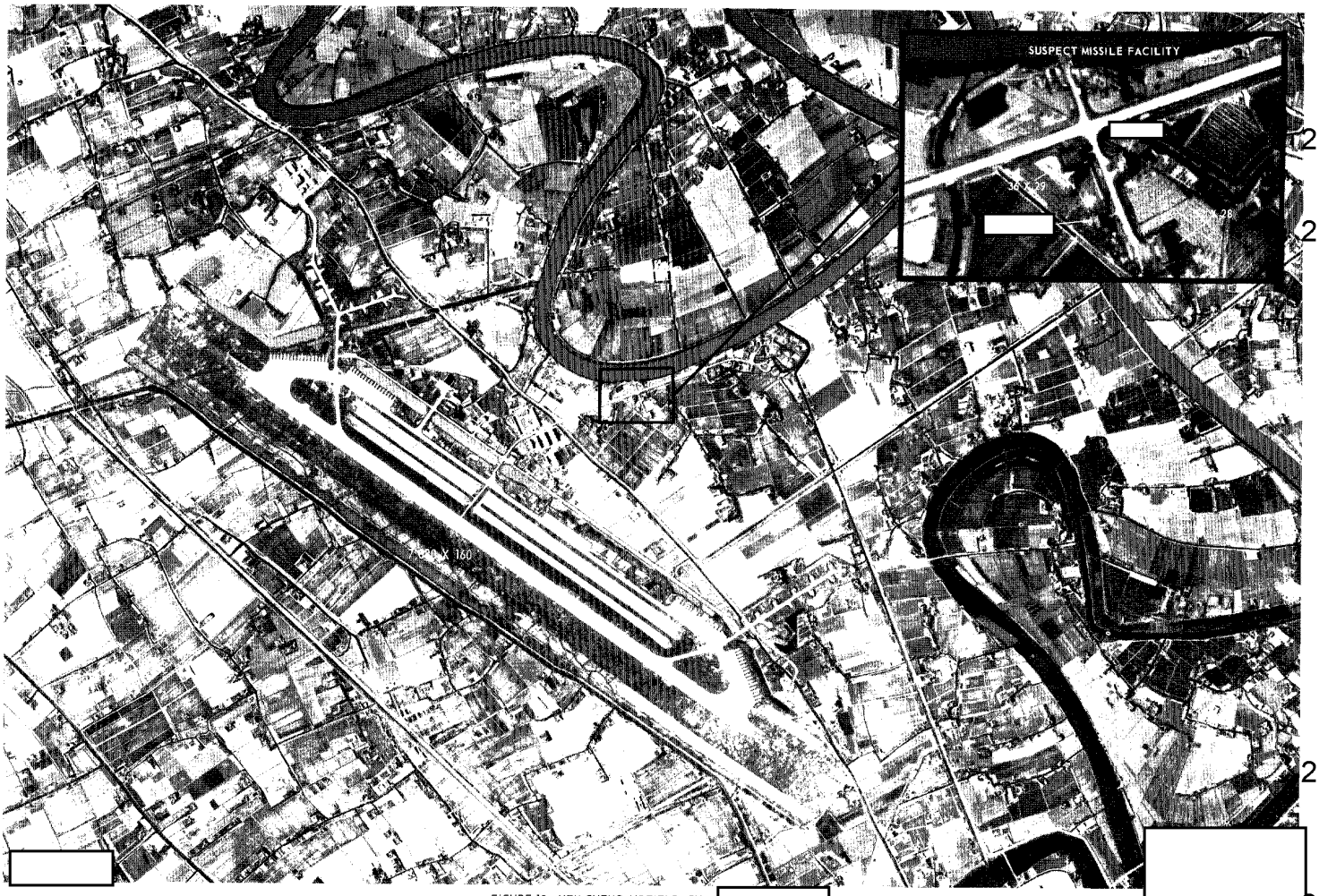

FIGURE 19. YEN-CHENG AIRFIELD, CHINA

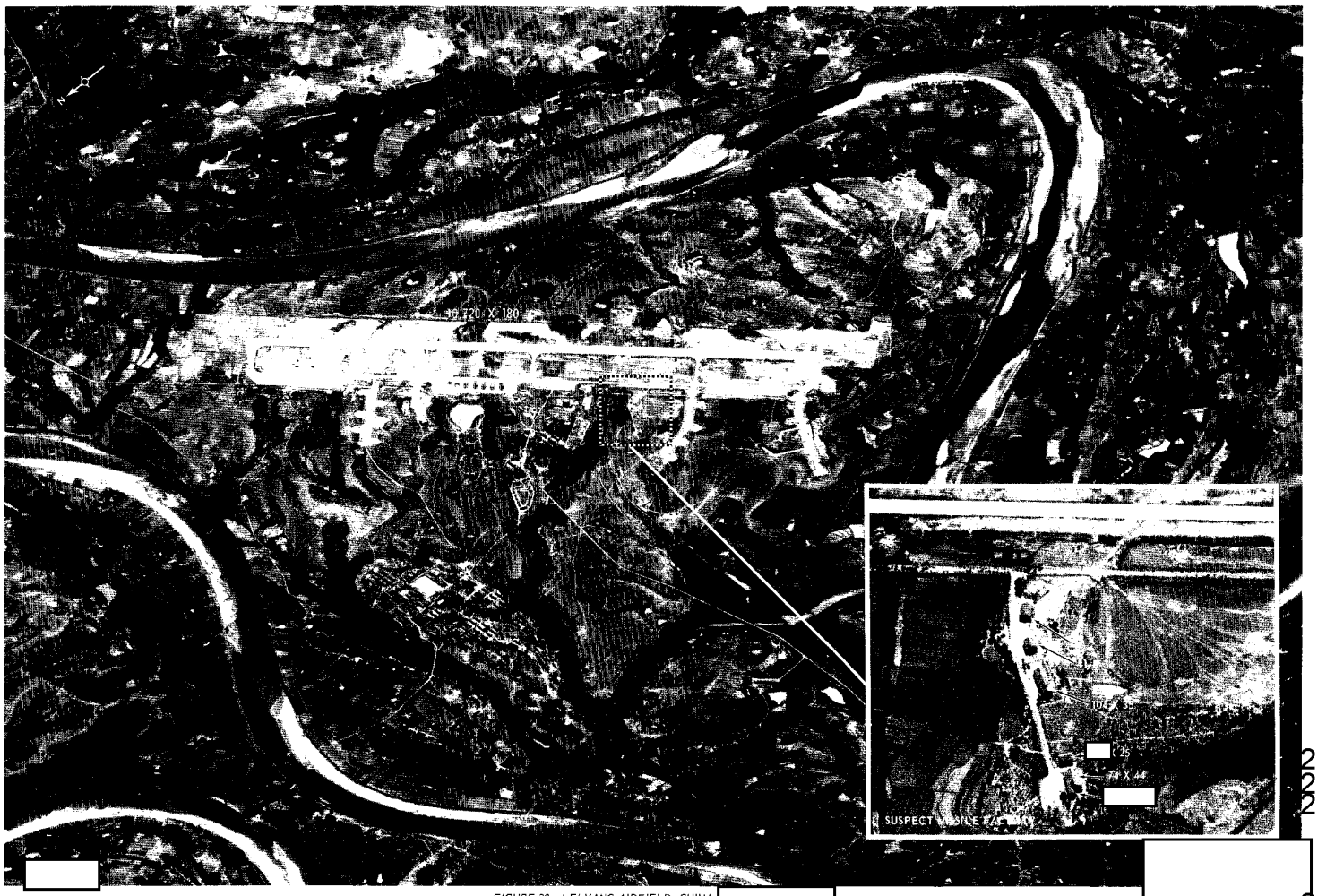

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FIGURE 20. LEI-YANG AIRFIELD, CHINA, [redacted]

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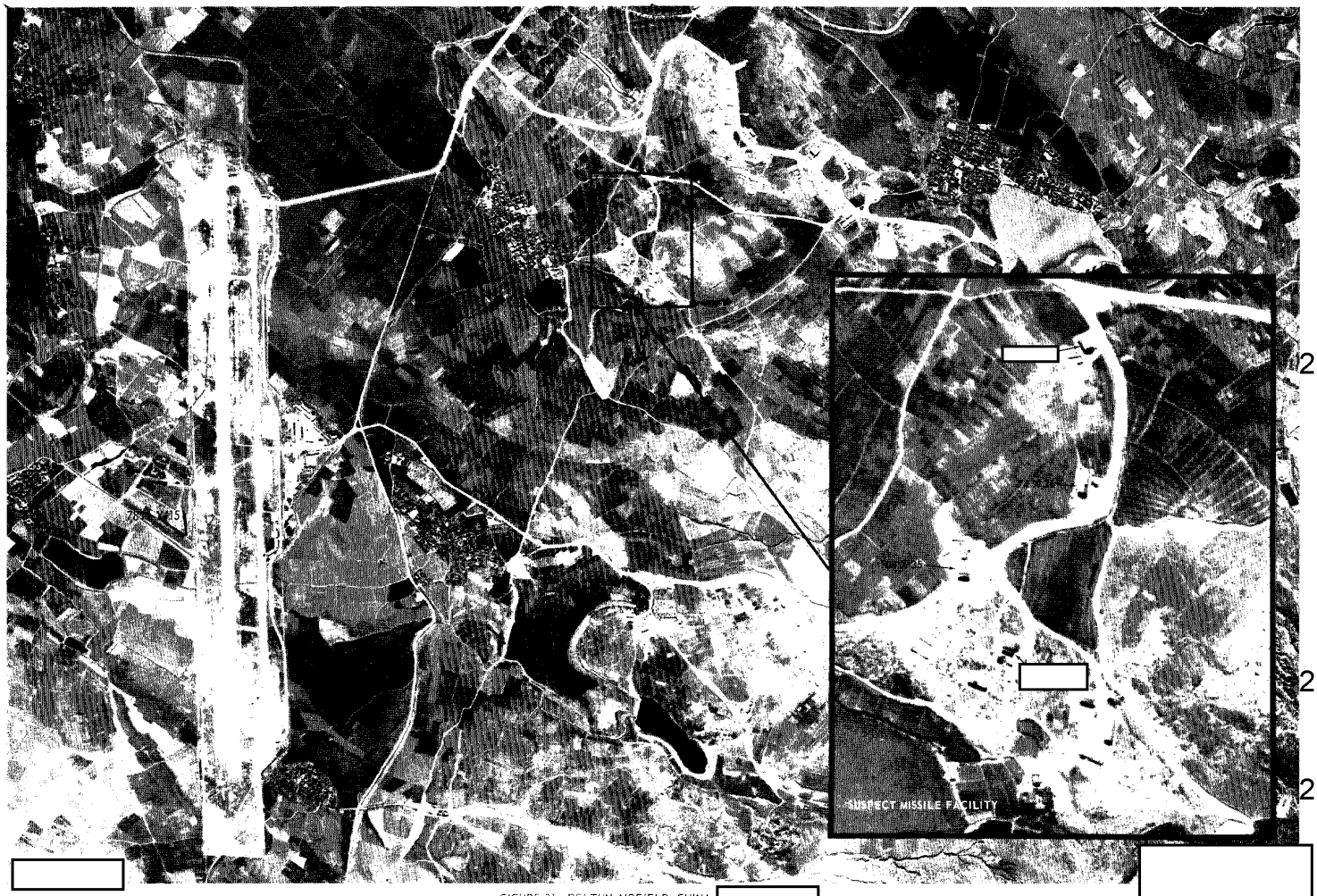

FIGURE 21. PEI-TUN AIRFIELD, CHINA,

COMPARISON OF BUILDING MEASUREMENTS IN THREE USSR AAM FACILITIES AND SHUANG-CHENG-TZU AIRFIELD ASM FACILITY

AIRFIELD	COORDINATES	ELEVATION (Ft)	RUNWAY DIMENSIONS AND ORIENTATION	AIRCRAFT	DRIVE-THROUGH BUILDING (Ft)	ASSOCIATED BUILDING
KRASNOVODSK					100 x 30	85 x 25
ASTRAKHAN					95 x 30 90 x 35	65 x 25 65 x 30 70 x 30
BARANOVICHI					100 x 25 90 x 35	60 x 30 65 x 30
SHUANG-CHENG-TZU ASM					80 x 55	50 x 30 40 x 15
					105 x 35*	50 x 30
					100 x 30	50 x 25 30 x 20
					100 x 30	80 x 20
					80 x 20	

*Possible drive-through

SUSPECT ASM FACILITIES IN CHINA

AIRFIELD	COORDINATES	ELEVATION (Ft)	RUNWAY DIMENSIONS AND ORIENTATION	AIRCRAFT	T-SHAPED DRIVE-THROUGH BUILDING (Ft)	MONITOR-ROOFED BUILDING (Ft)	BUILDING ASSOCIATED WITH T-SHAPED (Ft)	STEP-DOWN BUILDING (Ft)	SECOND T-SHAPED BUILDING (Ft)
					High Bay Section / Low Bay Section				
HA-MI	42 51N - 93 38E	2,700	7,750 x 160 WNW/ESE	Transport		115 x 30		40 x 30	30 x 15 / 30 x 20
HO-TIEN	37 03N - 79 51E	3,500	9,240 x 165 WNW/ESE	Transport		120 x 30		40 x 30	25 x 25 / 40 x 20
CHANG-CHI	43 56N - 87 05E	3,000	8,790 x 165 NW/ES	Transport Helicopter		130 x 30		40 x 30	
LIN-TAO	35 18N -103 50E	5,000	8,550 x 185 NNE/SSW	Small Swept-wing		140 x 35			
WU-SHA-TA-LA	42 10N - 87 12E	3,000	10,880 x 170 WNW/ESE	Badger		125 x 30		40 x 30	30 x 30 / 40 x 20
WU-MAO-CHIEH	40 39N -109 03E	3,000	8,000 x 180 E/W	Small Straight-wing					
SCT CRUISE-MISSILE CHECKOUT					60 x 30 (Not T-shaped)				

PROBABLE AAM FACILITIES IN CHINA

AIRFIELD	COORDINATES	ELEVATION (Ft)	RUNWAY DIMENSIONS AND ORIENTATION	AIRCRAFT	DRIVE-THROUGH BUILDING (Ft)	ASSOCIATED BUILDING
WU-HU	31 24N - 118 23E		7,140 x 200 ENE/WSW	Fishbed, Farmer		
TIEN-YENG	23 44N - 106 58E	500	7,350 x 160 NW/SE	None		
NING-MING	22 07N - 107 07E	575	7,210 x 155 ENE/WSW	Small Swept-Wing		
KUEI-YANG/LEI-CHUANG	26 25N - 106 32E	4,035	8,225 x 175 NNW/SSE	Small		
MO-TOU	32 15N - 120 30E	0	7,220 x 155 NW/SE	Small Swept-Wing		
MENG-TZU WEST	23 24N - 103 19E	4,300	8,250 x 175 NW/SE	Fishbed, Farmer		
CHING-CHIANG	28 02N - 115 31E		12,150 x 275 NE/SW	Farmer, Fagot/Fresco		
HSU-PU	27 56N - 110 40E	500	7,210 x 155 NE/SW	Small		

PROBABLE MISSILE-ASSOCIATED FACILITIES

AIRFIELD	COORDINATES	ELEVATION (Ft)	RUNWAY DIMENSIONS AND ORIENTATION	AIRCRAFT	MONITOR-ROOFED BUILDING (Ft)	L-SHAPED BUILDING (Ft)	ASSOCIATED BUILDING
TIEN-YANG		See Probable AAM Facilities					
NING-MING		See Probable AAM Facilities					
KUEI-LIN/LI-CHIA-TSUN	25 11N - 110 19E		7,760 x 195 N/S	Transport			
HSU-PU		See Probable AAM Facilities					
PING-YUAN-CHIEH	23 42N - 103 50E	5,000	8,140 x 135 WNW/ESE	Small			

SUSPECT MISSILE FACILITIES

AIRFIELD	COORDINATES	ELEVATION (Ft)	RUNWAY DIMENSIONS AND ORIENTATION	AIRCRAFT	ASSOCIATED BUILDING
MENG-TZU WEST		See Probable AAM Facilities			
YEN-CHENG	33 26N - 120 12E	10	7,080 x 160 NE/SW	Fagot/Fresco	
LEI-YANG	26 35N - 112 53E		10,720 x 180 NE/SW	Beagle, Farmer	
PEI-TUN	25 27N - 100 43E	6,400	NNE/SSW	Beagle, Fagot/Fresco	

**Probable drive-through
***Hangar-type

FIGURE 22. COMPARATIVE MEASUREMENTS OF BUILDINGS AT CHINESE AIRFIELDS (INCLUDING WU-HU AIRFIELD) AND SELECTED USSR AIRFIELDS.

REFERENCES

[redacted] 25X1

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1. NPIC. [redacted] *Wu-hu Airfield Probable AAM Facility, China*, Oct 66 (TOP SECRET [redacted]
2. NPIC. [redacted] *Astrakhan Airfield Northwest and Krasnovodsk Airfield, USSR*, Mar 66 (TOP SECRET [redacted]
3. NPIC. R-1065/64, *Shuang-cheng-tzu Missile Test Center, China*, Jan 64 (SECRET/[redacted]
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